

Refine Search

Search Results -

Terms	Documents
L6 and L7	2

Database:

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L8

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Recall Text Clear Interrupt

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DATE: Friday, April 01, 2005 [Printable Copy](#) [Create Case](#)

<u>Set Name</u> side by side	<u>Query</u>	<u>Hit Count</u>	<u>Set Name</u> result set
<i>DB=PGPB,USPT,USOC,EPAB,JPAB,DWPI,TDBD; PLUR=YES; OP=OR</i>			
<u>L8</u>	l6 and L7	2	<u>L8</u>
<u>L7</u>	decelerat\$	143617	<u>L7</u>
<u>L6</u>	platoon.ti.	11	<u>L6</u>
<u>L5</u>	l3 and L4	125	<u>L5</u>
<u>L4</u>	communicat\$	2434790	<u>L4</u>
<u>L3</u>	l1 and L2	213	<u>L3</u>
<u>L2</u>	follow\$	5993906	<u>L2</u>
<u>L1</u>	Platoon	265	<u>L1</u>

END OF SEARCH HISTORY

L7: Entry 2 of 5

File: USPT

Apr 2, 1996

DOCUMENT-IDENTIFIER: US 5504472 A
TITLE: Vehicle deceleration warning light

Abstract Text (1):

A vehicle deceleration warning light is disclosed that includes a pressure switch in fluid communication with the master hydraulic brake cylinder. When the pressure reaches a predetermined level that is representative of panic or emergency braking, the pressure switch activates a delayed and latched switch that, after a suitable interval, turns on a contrastingly colored flashing warning indicator on the rear deck of the motor vehicle to warn a following driver of the rapid deceleration. The flashing indicator continues its flashing for a predetermined amount of time, even after the pressure on the pedal has been released.

Brief Summary Text (5):

The present invention relates generally to motor vehicle brake lights and more specifically it relates to an emergency deceleration warning light device. Even more specifically, it relates to an emergency brake light device that responds to the pressure within the brake cylinder and, when a predetermined threshold has been reached, activates a time delay that in turn activates a flashing, distinctive light on the rear deck of the vehicle to warn a following driver that a large change in velocity is occurring. More generally, the present invention could be used in a wide variety of applications wherein the braking system has a hydraulic cylinder to transmit the brake pedal force to the various brake drums. The variously colored warning lights could be mounted on a motorcycle, for instance, or on myriad types of construction or earthmoving equipment.

Brief Summary Text (10):

First is U.S. Pat. No. 3,708,782 issued on Jan. 2, 1973 to Takakazu Mori. This discloses an abrupt brake application indicator wherein a pair of switches, the first activated by minimal movement of the brake pedal and the second when a predetermined amount of movement or predetermined amount of hydraulic pressure, are activated in turn. A time threshold is maintained and the activation of the second switch is compared to this threshold. If the second switch activation falls within the threshold, a second lamp, increasing the brightness of the brake light, is turned on. Alternatively, a single filament lamp may be supplied with additional voltage or a flasher is activated. This is dissimilar from the present invention in that there is no showing of the contrasting color warning light that makes the present invention a more attention drawing warning system.

Brief Summary Text (11):

Next is U.S. Pat. No. 3,827,522 issued on Aug. 6, 1974 to Kenneth M. Krause. This discloses a fluid pressure actuated brake light switch wherein a piston and switch plunger activate the taillights of a vehicle whenever the pressure in a relief valve manifold of the hydraulic system exceeds a predetermined level. Unlike the present invention, there is no teaching of the time delay or the contrasting warning flasher coloring.

Brief Summary Text (12):

U.S. Pat. No. 3,939,316 issued on Feb. 17, 1976 to Edward J. Stropkay discloses a panic stoplight system with a fluid pressure switching device. In this device, the

fluid pressure activates switches to flash warning lights. Controlling the bleed rate of the fluid out of the actuating chamber allows the warning lights to keep flashing even after the panic braking has stopped. This is clearly unlike the present invention in that there is no time delay before the warning lights are activated and neither is the contrasting color of the warning light disclosed.

Brief Summary Text (13):

Next is U.S. Pat. No. 4,231,013 issued on Oct. 28, 1980 to William H. Freeman et al. This is a vehicle brake light illumination system. The brightness of the brake light varies according to the pressure in the brake fluid line. This is unlike the present invention in that no timing delay is disclosed for the warning light.

Brief Summary Text (14):

U.S. Pat. No. 4,920,330 issued on Apr. 24, 1990 to Lisio Plozner discloses a mercury inertial transducer with a light emitting indicator. Though Plozner teaches a central light located on the rear deck of a motor vehicle that has a contrasting warning color, the light does not flash on and off as in the present invention, nor is a time delay taught.

Brief Summary Text (15):

Lastly, U.S. Pat. No. 5,150,098 issued on Sep. 22, 1992 to Robert Rakow discloses a brake signaling system. A sequential series of lights is taught, with the lights activated one after the other as the pressure within the hydraulic system increases. This is unlike the present invention in that there is no teaching of either the time delay, the flashing of the warning light when a large amount of pressure is applied to the brake, nor the contrasting color of the warning light.

Brief Summary Text (18):

Briefly, the invention comprises a pressure switch in fluid communication with the master hydraulic brake cylinder. When the pressure reaches a predetermined level that is representative of panic or emergency braking, the pressure switch activates a delay and timing relay that, after a suitable interval, turns on a contrasting flashing warning indicator on the rear deck of the motor vehicle to warn a following driver of the rapid deceleration.

Brief Summary Text (20):

It is a major object of this invention to provide a vehicle deceleration warning light that directs a flashing, distinctive, contrasting color to the rear of a motor vehicle when a large amount of pressure is applied to the brakes.

Brief Summary Text (21):

It is another object of the invention to provide a vehicle deceleration warning light wherein the indication of emergency braking is derived from monitoring the hydraulic pressure of the master cylinder.

Brief Summary Text (22):

It is another object of the invention to provide a vehicle deceleration warning light wherein a small time delay exists between the activation of the pressure monitoring switch and the flasher relay to prevent spurious energizing of the warning flasher.

Brief Summary Text (23):

Yet another object of the invention is to provide a vehicle deceleration warning light wherein the warning flasher is activated for a predetermined amount of time to caution drivers to the rear of the vehicle that recent deceleration has occurred.

Drawing Description Text (4):

FIG. 2 is a partial enlarged perspective view of the rear deck of a motor vehicle showing the warning light assembly mounted thereon.

Detailed Description Text (2):

Turning to FIGS. 1 and 2, the emergency brake light indicator 10 is mounted on the rear deck 42 of a motor vehicle 12. The indicator 10 consists of a housing 52, made of a suitably strong material such as a polymer. The indicator 10 is similar in many respects to a conventional rear deck mounted brake light system, but the differences will be discussed further below.

Detailed Description Text (3):

Turning to FIG. 3, the discussion now turns to the overall operation of the instant invention. The vehicle 12 has a brake system that includes a master hydraulic cylinder 16. There is a brake fluid reservoir 18 connected to the cylinder 16. Additionally connected to the master cylinder 16 is a hydraulic pressure switch 58. This pressure switch 58 is adjusted such that when the pressure in the master cylinder 16 reaches or exceeds a predetermined level, a connection is closed between the battery 32 and the emergency brake light indicator 10, as will be discussed in more detail below. The vehicle 12 is equipped with the standard brake indication devices: tail lights 34 mounted proximate the rear 36 of the vehicle 12. These tail lights 34 are activated by a conventional switch 38 that is triggered by the movement of the brake pedal 20. Movement of the brake pedal 20 increases the pressure in the master cylinder 16 and thus provides hydraulic fluid pressure to the rear wheel brakes 24 through hydraulic line 22 and the front wheel brakes 28 through hydraulic line 26. Though the hydraulic pressure switch 58 is shown as being placed in or adjacent to hydraulic line 26, it should be understood that it could easily be placed in or adjacent to the hydraulic line 22, or could simply be tapped into master cylinder 16.

Detailed Description Text (4):

The discussion now turns to the operation of the present invention. As the driver (not shown) of the vehicle 12 brakes normally, the tail lights 34 are supplied with current from the battery 32 through activation of the switch 38. If, however, the brake is forcefully pressed, as would occur in an emergency situation, the hydraulic pressure in the master cylinder 16 would rise above the predetermined level that activates switch 58 and allows the signal to pass to the delayed switch and latched flasher unit 50. The delayed switch and latched flasher unit 50 firstly provides a delayed switch means that prevents activation of the emergency indicator 10 from a spurious or unintentional pressure spike in the hydraulic system. The switch is delayed from opening for a predetermined period of time (three tenths of a second, for example) until it allows power to flow to the indicator 10. Additionally, the switch 50 includes a latched flashing means that provides power to the emergency indicator 10 for a predetermined length of time (ten seconds, for example). This aids the drivers following the vehicle 12 in observing that an emergency deceleration has currently been made.

Detailed Description Text (5):

The discussion now turns to the details of the emergency indicator 10. As mentioned above, the indicator housing 52 is preferably made of a durable polymer material. There are three compartments 66 (shown in FIG. 3) within the housing 52 that each contain a light bulb 68. The bulbs 68 are preferably of the commonly available type similar to those in tail lights 34. Auxiliary tail light units 60 are located at distal ends of the housing 52. These auxiliary units 60 are wired to light along with the tail lights 34. Red tinted translucent sheeting 72 covers the bulbs 68 to form the auxiliary units 60. Lying between the two auxiliary tail light units 60 as defined by inner partitions 64 is a light bulb 68' that is connected to the delayed switch and latched flasher unit 50. The light 68' can be seen substantially throughout a 180 degree arc to the rear of the vehicle. There is a tinted translucent sheet 70 placed proximate the bulb 68' and facing the rear of the vehicle 12 that is a contrasting color from the sheets 72 and the tail lights 34. In the preferred embodiment, the color of this sheet 70 is blue. Thus, when the latched switch is activated, the bulb 68' flashes for a predetermined amount of

time, and the driver in a following vehicle 56 is forewarned that force amounting to a panic or emergency stop has been applied to the brakes of the vehicle 12.

Detailed Description Paragraph Table (1):

10 emergency brake light indicator 12 motor vehicle 52 indicator housing 16 master hydraulic cylinder 18 brake fluid reservoir 58 hydraulic pressure switch 32 battery 34 tail lights 36 vehicle rear 38 conventional brake light switch 20 brake pedal 24 rear wheel brakes 22 first hydraulic line 28 front wheel brakes 26 second hydraulic line 50 delayed switch and latched flasher unit 68 light bulb 60 auxiliary tail light units 72 red tinted translucent sheeting 64 inner partitions 68' indicating bulb 70 tinted translucent sheet 56 following vehicle

CLAIMS:

1. A vehicle deceleration warning system for motor vehicles having hydraulically powered brakes, brake lights activated by motion of a brake pedal, and electric power comprising:

hydraulic pressure sensing means for monitoring the amount of hydraulic pressure within a brake apparatus of a vehicle, said sensing means including signalling means, where said signalling means is activated if the hydraulic pressure in the brake apparatus exceeds a predetermined level;

a pair of taillights mounted on a rear deck proximate a rear windshield, and means for lighting said pair of taillights and said brake lights upon the application of normal pressure on the brake pedal;

visual warning means illuminated upon activation of the signalling means, directed towards the rear of the vehicle, said warning means comprises a third taillight, said third taillight is centrally mounted on the rear deck proximate the rear windshield, said third taillight being positioned between said pair of taillights, wherein said warning means being positioned on the vehicle such that said warning means can be seen substantially throughout a 180 degree arc to the rear of the vehicle;

signal delay means for delaying a signal received from said signalling means for a predetermined period of time;

latched switch means for energizing said visual warning means after the predetermined period of time set in said signal delay means has passed, said latched switch means energizing said visual warning means for a second predetermined period of time; which period would continue even after the hydraulic pressure no longer exceeded said predetermined level; whereby

in an emergency braking maneuver where said pressure exceed said predetermined level is created in a hydraulic portion of the brake apparatus for longer than the predetermined period of time required by the signal delay means, said visual warning signal is displayed for said second predetermined period of time from the rear of the vehicle, such that operators of other vehicles behind the vehicle having a warning signal from said warning means are informed that a large amount of deceleration has occurred;

where said visual warning signal is a flashing light having a color contrasting visually from the brake lights.

Hit List

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Search Results - Record(s) 1 through 5 of 5 returned.

1. Document ID: US 20050017862 A1

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L7: Entry 1 of 5

File: PGPB

Jan 27, 2005

PGPUB-DOCUMENT-NUMBER: 20050017862

PGPUB-FILING-TYPE: new

DOCUMENT-IDENTIFIER: US 20050017862 A1

TITLE: Multidirectional cluster lights for motor vehicles

PUBLICATION-DATE: January 27, 2005

INVENTOR-INFORMATION:

NAME	CITY	STATE	COUNTRY	RULE-47
Monck, Joan M.	Warren	NJ	US	
Monck, Paul	Randolph	NJ	US	
Monck, Michael M.	Damariscotta	ME	US	

US-CL-CURRENT: 340/469

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2. Document ID: US 5504472 A

Using default format because multiple data bases are involved.

L7: Entry 2 of 5

File: USPT

Apr 2, 1996

US-PAT-NO: 5504472

DOCUMENT-IDENTIFIER: US 5504472 A

TITLE: Vehicle deceleration warning light

DATE-ISSUED: April 2, 1996

INVENTOR-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY
Wilson; Joseph G.	Rumson	NJ	07760	

US-CL-CURRENT: 340/479; 188/DIG.1, 200/61.29, 340/464, 340/467

[Full](#) [Title](#) [Citation](#) [Front](#) [Review](#) [Classification](#) [Date](#) [Reference](#) [Sequences](#) [Attachments](#) [Claims](#) [KMMC](#) [Draw. De](#)

3. Document ID: US 5442333 A

Using default format because multiple data bases are involved.

L7: Entry 3 of 5

File: USPT

Aug 15, 1995

US-PAT-NO: 5442333

DOCUMENT-IDENTIFIER: US 5442333 A

TITLE: Urgent braking device

DATE-ISSUED: August 15, 1995

INVENTOR-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY
Bailey; Major S.	Kokomo	IN		

US-CL-CURRENT: 340/467; 340/479

[Full](#) | [Title](#) | [Citation](#) | [Front](#) | [Review](#) | [Classification](#) | [Date](#) | [Reference](#) | **Schedule** | **Attachments** | [Claims](#) | [KOMC](#) | [Drawn De](#)

4. Document ID: US 4561064 A

Using default format because multiple data bases are involved.

L7: Entry 4 of 5

File: USPT

Dec 24, 1985

US-PAT-NO: 4561064

DOCUMENT-IDENTIFIER: US 4561064 A

TITLE: Non-contacting distance measuring system

DATE-ISSUED: December 24, 1985

INVENTOR-INFORMATION:

NAME	CITY	STATE	ZIP CODE	COUNTRY
Bruggen; Gerhard	D-7000 Stuttgart 70			DE
Karr; Dieter	D-7250 Leonberg			DE
Rottler; Wolfgang	D-7145 Markgroningen			DE

US-CL-CURRENT: 702/159; 340/904, 367/112, 367/116, 367/902, 367/909, 701/301

[Full](#) | [Title](#) | [Citation](#) | [Front](#) | [Review](#) | [Classification](#) | [Date](#) | [Reference](#) | **Schedule** | **Attachments** | [Claims](#) | [KOMC](#) | [Drawn De](#)

5. Document ID: US 6249219 B1

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L7: Entry 5 of 5

File: DWPI

Jun 19, 2001

DERWENT-ACC-NO: 2001-578777

DERWENT-WEEK: 200165

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TITLE: Brake light warning system for vehicle, has switch for activating light circuit, to turn ON and OFF of indicators at specific rate based on deceleration condition

INVENTOR: CORZILIUS, B S; PEREZ, L A

PRIORITY-DATA: 2000US-0533743 (March 23, 2000)

PATENT-FAMILY:

PUB-NO	PUB-DATE	LANGUAGE	PAGES	MAIN-IPC
<u>US 6249219 B1</u>	June 19, 2001		006	B60Q001/50

INT-CL (IPC): B60 Q 1/50

[Full](#) | [Title](#) | [Citation](#) | [Front](#) | [Review](#) | [Classification](#) | [Date](#) | [Reference](#) | [Sequences](#) | [Attachments](#) | [Claims](#) | [KUMC](#) | [Draw. De](#)

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Terms	Documents
L5 and L6	5

Display Format: [-] [Change Format](#)

[Previous Page](#) [Next Page](#) [Go to Doc#](#)